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69142 三拜禮 號六廿月五英港香 WEDNESDAY, MAY 26, 1920. 日九初月四

TO-DAY'S CHINESE TELEGRAMS.

SALT AND CUSTOMS SURPLUS.
Shanghai, May 25.
It is reported that the Diplomatic Body, owing to the conditions between the North and South having become more serious, has decided not to hand over the surplus of the Salt and Customs duties, even to meet naval expenses.

JAPAN MAY HOLD TSINGTAU.

Shanghai, May 25.
A report from Tokyo states that the Japanese Government intends to make a declaration to the world that as China refuses to open negotiations, the Japanese Government cannot see its way to return Tsingtau, as promised.

BANKNOTE DISCOUNT.

Shanghai, May 25.
The banknote currency discount has dropped to 35.

DRASTIC MEASURES.

Peking, May 25.
Tsun Chi-sun, the Chief of the General Staff, has declared that he must settle the differences between the North and South with military forces before he accepts the appointment of Premier.

EARLIER TELEGRAMS.

FAR EASTERN PROBLEMS.

London, May 24.
In the first of a series of articles in the "Times" on Far Eastern Problems Mr. J. D. P. Bland, dealing with China, emphasises the importance of China as the greatest potential market in the world. With regard to the question of the renewal of the Anglo-Japanese Alliance he says that while Britain and Japan have evidently much to gain in the maintenance of the Alliance no good purpose can be served by shutting one's eyes to the fact that a good many things have been done in China by the Japanese Government or its agents during the past six years which can in no way be reconciled with the spirit or the letter of the Alliance.

(Parts 2 and 3 of this telegram are not to hand.)
No such remedial measures are practicable unless and until the Powers concerned, especially Japan, come to a definite understanding and agree to pursue a common policy of readjustment and reconstruction based upon a sincere desire to reestablish the economic stability and political independence of China. The negotiations for renewal of the Anglo-Japanese Alliance should provide a good opportunity for coming to such agreement. No satisfactory reconstruction in China can be attained by means of an international financial consortium unless the latter's organisation and methods of procedure are clearly prescribed and supervised under a comprehensive agreement between the Powers concerned. Unless its duties and responsibilities are definitely laid down the financial consortium will soon follow the line of least resistance as in the past to the ultimate detriment of China.

(Continued on pages 2 and 3.)

HARBOUR OFFICE.

PRESENTATIONS TO CAPT. AND MRS. TAYLOR.

Yesterday afternoon the whole staff of the Harbour Office made a presentation to Captain Basil Taylor, R. N., Harbour Master, on the eve of his retirement from the service. Captain Basil Taylor retires at the end of this month, and leaves for Home on June 5th.

Mr. Russell, the Government Marine Surveyor, in making the presentation, which was a large silver cigar and cigarette box for Captain Taylor, and a blackwood tray inlaid with silver for Mrs. Taylor, said that on Captain Taylor's retiring from service the staff of the Harbour Office wished to show their esteem for one who had been at the head of the Department for twenty years. They hoped that he and Mrs. Taylor would live long and look upon the presents as being given with a good heart and a good will.

Captain Taylor replied suitably. He said that he had tried to do his best for the Department and the staff, which was not always easy. He would always look to the Harbour Office as the Department where he had spent the major part of his life. It was one of the greatest works of his life. The schemes that he had put forward for the Department had not been favourably received, but he still hoped that they would some day be introduced. He thanked them for the present they had kindly made to Mrs. Taylor, and he assured them that both Mrs. Taylor and himself would treasure their

WEDDING.

JAMESON-HINDMARSH.

At St. John's Cathedral yesterday afternoon, Dr. A. Barrett, Jameson, M.Sc., M.B., Ch.B., (of Canton) son of Mr. and Mrs. Frank Jameson, of Pakuranga, Auckland (New Zealand) was married to Miss Olive Hindmarsh, daughter of the late Mr. T. A. Hindmarsh, of Gerringong, New South Wales, and Mrs. Hindmarsh of Strathford, Sydney, (Australia).

The Rev. Copley Moyle performed the ceremony, and Mr. Denman Fuller was the organist. The bride, who was given away by her mother, was attended by her sister, Miss Maude Hindmarsh, as bridesmaid. The groom was supported by Mr. H. C. Shrubsole as "best man."

The reception was held at the Repulse Bay Hotel.

NEW PAY RATES.

The following increases in the salaries of the staff of the Imports and Exports Department have been sanctioned—

Supervisor and Accountant, from £400 to £550 by £150 annually, against £350 to £450 by £100 once in three years.

Chief Preventive Officer, from £400 to £500 by £100 annually, against £300 to £360 by £60 every two years.

Revenue Officers (First Class) from £320 to £360 by £40 annually, against £240 to £270 by £30 once in three years.

Revenue Officers (Second Class) from £220 to £300 by £80 annually.

New Revenue Officers will be described as "second class."

ALLEGED LIBEL.

SUIT FOR DAMAGES.

In the Summary Court this morning before Mr. Justice J. R. Wood there came up the case of Tam Lai Ting against Wong Pak lu, for the recovery of \$1,000 for damages for alleged libel.

The plaintiff is a merchant of Hongkong and Canton and the defendant is printer and publisher of the Chinese newspaper "Hongkong Shan Po," which is published at No. 103, Jervois Street, Victoria. On March 22, 1920, the defendant falsely and maliciously, it is stated in the plaint, printed and published in his newspaper about the plaintiff words to the following effect:—

"Tan Tai Tong willfully becomes Tiger's decoy devil. Mok Wing San removes those who oppose him and swells the prison with members of any confederacy. These who used to make the least effort in Canton in upholding justice have invariably and hurriedly, made their way to Hongkong, in order to evade its severity for the time being. Mok being still afraid that they might do something detrimental to his own interest, specially sent Tam Lai Ting to Hongkong a few days ago to work for having the Yunnan and Kwongsi members of Parliament and the various members of the 'Peoples Party' either extradited to Canton or expelled from Hongkong in order to gratify his private aims. After arrival at Hongkong, Tam requested one Mr. Han, a Hongkong merchant, to introduce him to a gentleman of this Colony so that he might call on him and ask him to transact diplomatic affairs with the Hongkong Government. At the interview with the said gentleman, Tam told him the object of his mission. The gentleman questioned him saying: 'To what Province do you belong?' Tam answered 'Kwongtung.' The gentleman said: 'If you, Sir, are like myself a Kwongtung man, how is it you are willing to serve the Kwongsi people (in the same way as) a dog running (after his master) and help Kwongsi people to kill the Kwongtung people? Do you consider the Kwongsi people's tyrannical government in Kwongtung is insufficient that you want to make it worse?' Tam said: 'It is true that the Kwongsi people have brought calamity to Kwongtung, but the Yunnan people have also brought no less calamity to Kwongtung. These fellows having caused so much chaos, it is just like expelling a tiger at the front door whilst admitting a wolf at the back door. Although the Kwongsi people are tigers, yet they are satiate tigers and would not devour men. The Yunnan people are hungry tigers. If the satiate tigers are removed and the hungry tigers are admitted, then the Kwongtung people will have none of their race left.' The gentleman said: 'No matter whether they are satiate tigers or hungry tigers, they cannot help being brutes and cannot help devouring people. . . . Hongkong is a land of law and cannot allow things to be done in an absurd manner. Beside I have not the power of assisting you.' Tam knew that every word expressed by the gentleman proceeded from the principles of righteousness and justice and that no money could influence him: so he (Tam) left in utter disappointment."

The plaint stated:—The said words meant, and were understood by those who read them to mean, that the plaintiff, being like the ghost of a person who after having been killed by a tiger, became the tiger's decoy with the sole object of entrapping fresh victims for the tiger to kill, willfully acted as the agent of Mok Wing San, the Military Governor of Canton, improperly and illegally, to harass and try to make away with the Yunnan and Kwongsi members of Parliament and members of the "Peoples Party" for having made efforts in Canton in upholding justice; that the plaintiff, as such agent as aforesaid, came to Hongkong under orders of Governor Mak and endeavoured to bribe a Hongkong gentleman to aid him in effecting diplomatic inter-

FATAL FIRE.

TWO LIVES LOST.

A call to the Central Fire Brigade Station yesterday afternoon brought the Brigade to the scene of an outbreak at St. Stephen's Lane. The house involved was one occupied on the second floor by Ho Wing Kee, manager of the Ho Lan Company. Presumed to have originated in the upsetting of a spirit lamp, the fire burned with great intensity, killing an old woman and a young girl before they could be rescued. Another Chinese woman was severely burnt and was removed to the Hospital under the direction of the Fire Brigade which was under the personal supervision of the Assistant Superintendent of Police. Control was later gained over the flames and in a short time the fire was put out.

course with the Hongkong Government for the extradition to Canton of those persons above-mentioned or their expulsion from Hongkong; that the plaintiff had helped the Kwongsi people to kill the Kwongtung people and that the plaintiff was a man of no scruples, cruel and un-patriotic and was utterly unworthy of trust and confidence. The plaintiff has thereby suffered damage and has been injured in his credit and reputation and his life is thereby endangered. He therefore claims \$1,000 as damages.

Mr. M. K. Lo appeared for the plaintiff this morning, while Mr. Leo d'Almada represented the defendant.

Mr. d'Almada:—This case, as your Lordship knows, is an action to recover.

The Puisne Judge:—Are you applying for leave to defend?

Mr. d'Almada:—Yes, I am applying for leave to defend in this action. As your Lordship knows, this action was brought against the defendant as editor and publisher for \$1,000 for libel. The writ was issued on 12th April last, and Messrs. Deacon, Looker, Deacon and Harston were instructed to defend. In pursuance of your Lordship's order, the plaintiff filed a statement of claim and in pursuance of that the defendant should have filed his defence within ten days. That defence was not filed, for what reason I do not know.

The Puisne Judge:—The time was extended.

Mr. d'Almada:—Notwithstanding the extension of time, the plaintiff obtained an order to proceed *ex parte*. I make the application to your Lordship to give me leave to defend and to give me time on such terms as your Lordship agrees.

Mr. M. K. Lo:—The terms have been agreed upon between myself and my friend on which the defendant may appear. I suggest that the defendant should be ordered to pay \$250 as security, and statement of defence be filed within seven days. The order should be peremptory. If it is not filed within seven days, your Lordship will give me leave to proceed *ex parte*.

The Puisne Judge:—You will apply for this?

Mr. Lo:—Yes. All expenses should be borne by the defendant.

The Puisne Judge:—Leave to defend is granted. Defendant must pay \$250 to the Court within seven days and bind himself to defend the action, the statement of defence to be filed within seven days, and any costs occasioned by the defendant's failure to file a statement of defence will be paid by the defendant in any event.

Mr. Lo:—Will your Lordship direct that this case go over till Friday week?

The Puisne Judge:—The statement of defence should be filed by Friday week.

Mr. d'Almada:—Will your Lordship specify the date for the filing of the defence?

The Puisne Judge:—I will make it Thursday next.

AVIATION NOTES.

[BY "METEORITE"]

The usual humdrum of every day life of this Colony was pleasantly diverted last week by the flight which Captain Rice performed with one of his smaller machines. On one of these occasions he took up Captain A. G. Lamplough, the Secretary of the newly-formed Aero Club, who evidently is a very qualified aviator, judging by the views which he expressed to a local newspaper reporter on the flight. One's pleasant anticipations of seeing the machine loop the loop or do one or other of these spectacular stunts met with disappointment when the information was forthcoming that the flights were made merely with the object of ascertaining the conditions of the upper strata of the atmosphere and the physical features of the island in preparation for the launching of the Macao-Hongkong aerial service.

Captain Lamplough made an interesting remark in regard to the difficulties which flyers have to encounter as the result of the unpreparedness of the Colony in the provision of such facilities for aviation as are met with elsewhere. To obviate the drawback arising from the presence of a haze such as that existing on Friday afternoon during the flight, a system of white smoke signals and white buoys was suggested by Capt.



FAMOUS AVIATION INVENTORS.

Above are seen Mr. Handley Page (left), the famous British aeroplane designer, and Mr. P. C. Hewitt (right), the American aviation inventor.

Lamplough, but this, I believe, would have to be replaced by one of sound or directional wireless or by telephony signals during the frequent spells of extremely foggy weather when the dangers of a harbour crowded with shipping are increased manifold for flyers.

The provision of such facilities as these necessarily fall under the auspices of the Aero Club and I am pleased to remark in this connection that there are evidences of co-operation between the promoter of the new Aviation Company and the Aero Club. The Colony cannot fail to benefit from the efforts of these officials who, being themselves well cognizant of the needs of the Colony in the matter of aviation, do not need my pen to point out what they have to do.

I hear the Aero Club is progressing favourably towards its organisation on a sound financial basis. I expect to hear of great things performed by this useful body soon. It was announced a few days ago in a telegram that aviation is entering upon a period of revolution brought on by the invention of new wings for the aeroplane. The good points of this new device are manifold. The small size solves the housing problem while enabling the aeroplane to rise and alight with smaller run. What is more, it will ensure greater safety, comfort and speed, and increase the load from 20 to 40 per cent. Not the least important detail is that the wings can be fitted to any existing machine. The Handley

Page, who are the inventors, are to be congratulated on this boon which they have given to aviation.

The following stories have been related to me:—Whilst one of the Aero machines was doing its wonderful tricks in the air, over Plover recently, a Chinese gentleman was walking on the beach and the Aero machine came over and the Aero man disappeared into the distant haze, a foreign friend asked him what he thought of it. "Not much of a machine," was the reply. "Not much of a machine!" said the astonished enquirer. "Why, that is one of the finest machines on the market! It has a splendid record." "Then he must be a very poor man who was in charge of it, that is all I can say," said the evidently entirely unimpressed gentleman. "The pilot," he was told, "is one of the finest pilots you could find. What makes you think that either the machine or the pilot is not up to much?" "Well, you can see for yourself that the machine is constantly falling, or upsetting or turning over or something." And that is the interpretation of looping the loop, screwing round in the air and all the other wonderful things that were being done, as understood by a very unsophisticated person.

The following is reported from Yangtun, (not by a missionary.) Two Chinese peasants were at work in their little patch of field. All at once one of them heard a loud noise above him and remarked, "I never heard pigeon-whistles

Over long distances the aeroplane could deliver mails, too, roughly speaking, a third of the time taken by other methods of transportation. Under these circumstances few business men would object to paying a few pence more for the speed, by delivery of their correspondence, and in the course of time it would probably become the medium for commercial houses to send all important documents by air, the extra cost being justified by the resultant expediting of business transactions.

These facts give only a brief outline of how air mails could be made to pay if run on a properly organised plan, but it is recognised that before this stage could be reached much preliminary organisation would have to be effected. The rapid collection and distribution of mails at aerodromes, the establishment of emergency landing grounds, and the organisation of night flying facilities are a few essentials, if an aerial service is to run smoothly.

The point to be given prominence, however, is the necessity for the big weight lifting machines, if the carrying of postal matter by aeroplane is to be a commercial success. The small single-seater aeroplanes cannot in this direction compete with its larger brother, for it is the conveyance of mails by tons, not pounds, which will result in financial gain.

It may be thought that a fleet of small fast machines, with low running expenses, could compete with large machines, which are more costly to operate. The bottom falls out of this idea when it is remembered that a single-seater aeroplane carries approximately 500 lb. of cargo, a twin engine machine can lift 2,500 lb., or practically five times the load of the smaller machine. The argument for the big machine is driven home still further when it is realized that the running cost of a large machine is less than double that of a small aeroplane. In brief, the commercial aeroplane can lift five times the amount carried by the single-engine machine at less than double the cost of operating the machine whose load is limited to 500 lb.

I have to acknowledge the receipt of several illustrated pamphlets on the Vickers Vimy commercial plane. This will be dealt with in next week's Notes.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 3 1/4d.

THE WEATHER.

Forecast:—Rain. Barometer—29.67. Temperature 2 p.m.—85. Humidity 2 p.m.—78.

DON'T FORGET.

TO-DAY.
Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW.
Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

FRIDAY, MAY 29.
Tennis Final.—Ng Sze-kwoon v. M. W. Lo: H.K.C.C. ground—4.30 p.m.

SATURDAY, MAY 29.
Peak Tramways Co.—Shareholders' meeting—11.30 a.m.
WEDNESDAY, JUNE 2.
H.K. Ferry Co.—Shareholders' meeting—11.30 a.m.

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EARLIER TELEGRAMS.

(Continued from page 2.)

MEXICAN REVOLT.

Washington, May 22.

A message from Chihuahua states that Villa holds a Britisher named George Miller, superintendent of the Alvarado Milling Company at Parral, for 50,000 dollars ransom.

New York, May 22.

Carranza was assassinated by his own men according to a telegram from Obregon received by revolutionary agents here.

El Paso, May 23.

Carranza's followers who were with him when he died have sent a letter to General Gonzalez declaring that Carranza was assassinated after being taken prisoner.

Mexico City, May 23.

A Commission has been appointed to investigate Carranza's death.

London, May 24.

A message from Washington states that Carranza's death will probably have an important bearing on the action of the United States when the time comes to consider recognition of the Government which will succeed him. It is recalled that President Wilson refused to recognise Huerta after the death of Madero and declared that no Government could be recognised which did not rest on a constitutional election.

PRINCE OF WALES'S TOUR.

Lyttelton, May 21.

H.R.H. the Prince of Wales has concluded his tour of New Zealand and sails for Melbourne on the 22nd.

Lyttelton, N.Z., May 23.

H.R.H. the Prince of Wales in a farewell message to New Zealand says he is particularly impressed with the fact that New Zealand not merely affords opportunity for some but for all. He had never seen such well-being and happiness more uniformly evident throughout a population. New Zealand is also a living example of the fact that the European race can take over a new country without injustice to the original inhabitants. Both may advance by mutual confidence and understanding along the common path. New Zealand is one of the greatest monuments of British civilisation in the world. He felt that from end to end of the Dominion there was no place where British people had more set in British tradition or been truer to British form. He concluded by references to the strong feeling of loyalty existing towards the Empire and the Sovereign. His Royal Highness conferred decorations on the Heads of Government Departments and others connected with the New Zealand tour.

THE FALL IN PRICES.

London, May 24.

Dealing with the possibility of a break in prices, the "Times" says trade and official circles are of the opinion that, while sensational slumps in the case of a few articles may occur, there are presently no signs of a steady permanent all round fall in prices especially as regards food.

London, May 24.

Telegrams from New York state that Wall Street is beginning to fear that the fall of prices, although beneficial to the nation at present, may be carried too far and precipitate a semi-panic and conditions injurious to industry. Giving evidence on the lack of a legislative committee Mr. Davison, president of the American Red Cross, emphasised that the prevalent unrest and dissatisfaction in the United States was largely due to the cost of living, orgy of extravagance and war profiteering and he urged curtailment of production of non-essentials.

QUEEN ALEXANDRA.

London, May 23.

Light is now thrown on alarming reports about Queen Alexandra's health which were current last week. According to an authoritative statement Her Majesty is suffering from a severe bronchial attack, now subsiding, in the course of which a small blood vessel burst in one of her eyes causing troublesome impairment of vision. The hope is expressed that the inconvenience will pass with care and rest. In the meantime Her Majesty's engagements are somewhat dependent upon her progress.

THE HAWAIIAN PEOPLE.

Washington, May 24.

The House of Representatives has passed a Bill setting aside two hundred thousand acres of land in the Hawaiian Islands for homesteads for native Hawaiians only. It is expected that this will considerably assist to rehabilitate the Hawaiian race which is said to be fast dying out.

MORE TROUBLE IN GERMANY.

Berlin, May 22.

The publicist Maximilian Harden, writing to the Zukunft, predicts the imminence of another reactionary revolt, the danger centres being South and North-East Germany. The Kappites, encouraged by the Government's leniency to thousands of ex-officers, are awaiting the signal. The workers are unlikely again to save the Government. Bavaria is a favourable ground for reaction as it is unwilling to remain in an empire in which it has little freedom.

WAR INDEMNITY.

Paris, May 23.

Addressing the Finance Sub-Commission in the Chamber M. Millerand confirmed that the minimum German indemnity had been fixed at one hundred and twenty thousand million marks gold with interest of probably not under five per cent. plus one per cent. on account of redemption. This does not include the supply of coal, material or animals instead those destroyed or stolen. France will receive 55 and Great Britain 25 per cent. of the indemnity, the remaining twenty per cent. being divided between Belgium, Serbia and Italy.

HOME CRICKET.

London, May 22.

Somerset beat Surrey by 32 runs.

THE ASSYRIANS.

ANCIENT MEMORIES AND
MODERN CLAIMS.

In 1917 at a meeting at the London Opera House, held to welcome the British Government's declaration about the future of Palestine, an Arab Sheikh reminded the audience that the Bedouin of the Desert were the kinsfolk and cousins of the Jews inasmuch as they were the children of Ismail, the elder son of Ibrahim Ibn Terah, while the people of the Hebrews descended from Isaac, the younger son by another wife. We had been accustomed to the Balkan races claiming this or that piece of territory because their ancestors had held it five or six hundred years ago, but to base modern policies upon so venerable a family tie was a necessary reminder that in Asia memories are long.

A further example of this fact and a proof of the strange vitality of peoples is now to be found in claim of the Assyro-Chaldeans to receive a local habitation and a national name from the Peace Conference. Assyria ceased to exist with its king, Sin-Shar-Ishkun, the Sardanapalus of tradition, about 606 B.C. According to historians her methods in prosperity had been an unhappy blend of what modern men associate with Prussian Shrecklichkeit and Turkish administration, and the Prophet Nahum celebrated her downfall with triumphant poetry. As a just punishment for her cruelty, pride, and intolerance, Assyria underwent a term of penal servitude and for five and twenty centuries, has been purging her soul in the house of bondage.

A NATION'S HONOUR REDEEMED.

After so tremendous a sentence the people of Tiglath-Pileser, of Sargon, and of Sennacherib now ask to be released in order that they may try again, and petition to be accorded political autonomy under Western supervision. Nor have they contented themselves with prayers alone. During the war they turned out their fighting men on the side of the Allies and fought valiantly against the Turks in cooperation with Russians, Armenians, and British. The Assyrians, who are for the most part Christians and well-known to those who have been interested in the Archbishop of Canterbury's "Mission to the Assyrian Christians," were frequently engaged throughout the whole war, losing nearly 50 per cent. of their effectives as casualties in addition to serious losses suffered by the sack of their villages and the hardships inflicted upon their refugees while retreating before the temporarily victorious Turks.

Like their neighbours the Armenians, the Assyrians own the perpetuation of their nationality during the last 1,500 years or so to the existence of their national Church. This, under a succession of bishops, in which each prelate was followed, as far as possible by his nephew, has kept the Assyrian race from melting into the surrounding Moslem masses much in the same way as the indomitable Vladias, or Prince-Bishops, of Montenegro kept alive the national spirit of that principality against centuries of Turkish onslaught.

TERRITORIAL CLAIMS.

The Assyrian nation is still to be found in its old national home between the Tigris and Lake Urmiah, or Urmi, in Persia. This is now known as the Hakkari district, and to the south of it lie the sites of the ancient royal cities of Nineveh, Assur, Calah, and Dur Sharrukin, whence successive armies issued to war with the Sumerians, the Hittites, the Egyptians, the Babylonians, the Elamites, the Phoenicians, and the Jews for a space of nearly 2,000 years. In the petition which the modern Assyrians have laid before the Peace Conference, they ask for a boundary on the Euphrates which will afford the new State, if formed, room for the expansion of its population within its own boundaries.

Nor is that population descended only from the fierce-hearted Assyrians so dreaded by their neighbours, it also claims as ancestors those more peaceful and eminently civilized Babylonian Chaldeans who compiled the first known code of laws, practised the difficult science of astronomy, and subdued the great plain of Mesopotamia with a system of irrigation and drainage which made it one of the wealthiest and most fertile countries of Asia until destroyed and utterly devastated by Hulsu and his Tartars more than six centuries ago when the last reigning Caliph of the Abbaside family was trampled to death by the pagan hordes.—Times.

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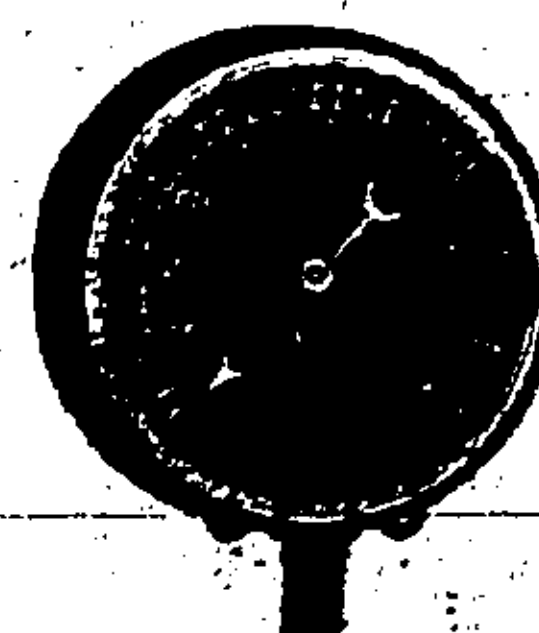
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ON STOCK



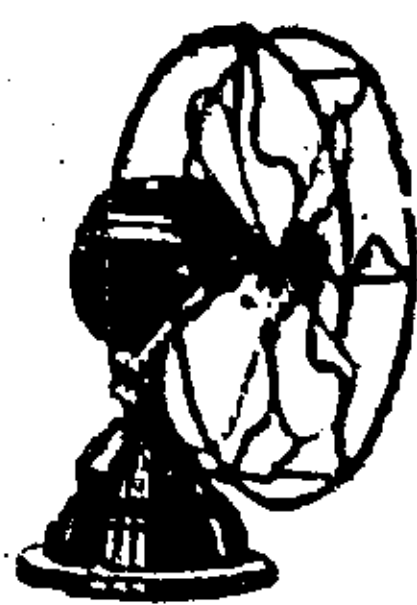
UNION ENGINEERING CO., LTD.

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Enough To COOL and not disturb your papers. Just right for reading or sleeping,—without injurious effects.



Andersen, Meyer & Co. Ltd.

2, Queen's Road Central.

CONCEALING ARMY DIVISIONS.

SECRET OF GERMAN CAMOUFLAGE.

No artist a day before war was declared, at least in England or in France, could have thought it possible that he would turn his knowledge of natural phenomena, and his faculty to reproduce them, to account in war itself.

As it transpired, says Solomon J. Solomon, R.A., in the "World's Work," perhaps the most romantic side of the great campaign was the part played not so much by the art workers among the Allies as that designed and executed by our late enemy, of which nothing is known to the public at home, not even yet to our military leaders, so effective was the work, so well was the secret kept, so ably planned was the Secret Service told off to short-circuit any information which might lead to its discovery.

England and France realised the importance of artificial concealment in January, 1915. The attention of the military authorities was drawn to the advantage of employing artists. It was the result of concealing experiments begun on the day war was declared, some of which had satisfied the tests at Aldershot. But it was not till just a year afterwards that I was invited to see war conditions for myself, and to report on the camouflage systems the French had been practising for many months. Some minds move slowly.

One hesitates to intrude one's personality in discussing these questions, but the reader will naturally inquire on what authority his statements are made and the nature of his experiences. That is my apology.

Within a fortnight of the day a small band of artists accompanied me to France to initiate the camouflage organisation in our Army. A sample of grass-threaded fishing net was made, a by-product evolved in connection with artificial artillery outposts, the only thing demanded of us at the time. It was obvious at the moment that it would

supersede anything the French had hit on. That net became the universal camouflage with us and the French, but not till long after it was made. Same system work slowly.

"The German, who had employed aircraft and aerial photography at manoeuvres, at a time when our own photography was a negligible quantity, realised at once that the whole landscape as seen, and particularly as photographed from the air, made the concealment of strategic movements impossible, except with the aid of artificial covering. And he must have experienced with his usual scientific thoroughness, evolving a means of imitating the landscape on so vast a scale that divisions of troops, and all evidences of their traffic that would be left on the fields, could be hidden under what would appear like innocent cultivated ground and ordinary roads."

"It is I believe, no exaggeration to say that we had the Germans in the hollow of our hands early in March, 1915, but for official obstruction and apathy. I could visualise the surprise and astonishment of our armies suddenly confronted with literally hundreds of thousands of men, coming as it were out of the ground. Heaven only knows how I suffered at my impotence to get this information through."

"I can recall the scene in a Cabinet Minister's great room, his departmental office, when he and another of my faithful friends raised like caged lions, railing at our inability to make headway against the forces of reaction and the fatal and complacent stupidity which barred the way."

"I have been at great pains since those awful and tragic days to compile a detailed analysis of typical German positions, some as near up as the Amiens front. These are to be found at length in my book shortly to be published by Mr. John Murray, so that should the insanity which gave rise to the war ever produce another, the devices which deceived us then may not trick us again."

"It is my humble contribution to the Science of the Interpretation of Aerial Photography, which in all future war will be the eye of the Command."

CONSIGNEES.

OSAKA SHOSEN KAISHA.

THE Company's Steamship
From SYDNEY AND
MELBOURNE.
"MADRAS MARU."

having arrived from the above Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Consignees are hereby notified that General Average has been declared and before delivery can be given they must sign General Average Bond, Deposit General Average Contribution of three percent (3%) on the amount of the estimated value of their respective interests and furnish completed valuation statements.

Goods not cleared by the 2nd June, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All claims must be presented within Thirty days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSEN KAISHA.
Y. YASUDA.
Manager.
Hongkong, 26th May, 1919.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:

Elspeth Moffat, from Kobe, 2655, from Amoy.

Lautman, Hongkong Hotel, from Kobe.

Quanyasang, Kwongshing-cheung, from Shanghai.

Helena, U.S.S., from Shanghai, Dohchongpow Dohzung Rice Co. from Shanghai.

Mrs. Woodford, Hongkong Hotel, from Amoy.

Fukui Maru, from Tokio, R.P.O. Dohchongpow Dohzung Rice Co. Thirdfloor Chongwai, from Shanghai.

Burke Ward, Hongkong Hotel, from Tokio.

Osadashiro, Matsubarahote, from Osaka.

Santai, from Okayama.

N. LUND.
Act. Superintendent.
Hongkong, May 20, 1920.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong:

Barretto, from Semarang.

Charles Weber, Seaman's Institute, from Lacarola.

Deoand, from Penang.

Friedrich, from Birmingham.

Frederic Davis, Hongkong Hotel, from Shanghai.

Harald Graves Chief Engineer, c/o U.S. Consul s.s. Glymount from Cambridge Mass.

Lincott, from Calcutta.

Forman Barlow, Hongkong Hotel, from Richmond Mass.

Manchewson, from San Francisco.

Wilson, from London, P.O.
D. de H. FARRANT.
Superintendent.
Hongkong, May 20, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

The Steamship
"BESSIE DOLLAR"

having arrived from Vancouver B.C. and ports on May 20th, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Tuesday, May 25, 1920, when they will be examined by Messrs. Carmichael & Clarke at 2.30 p.m. Tuesday May 25th, 1920.

Claims will not be accepted unless cargo is so examined by said surveyors, prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they cannot be recognized.

No Claims will be admitted after the goods have left the Godowns.

All goods remaining undelivered after May 27th, 1920, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.
Agents.
Hongkong, 26th May, 1920.

STRUTHERS & DIXON INC.

NOTICE TO CONSIGNEES.

From SAN FRANCISCO.

AND SEATTLE

THE Steamship

"WEST HIMROD"

having arrived from San Francisco via ports on 23rd May, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or Extra-Hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co. Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo per "WEST HIMROD" from Seattle are hereby notified that their cargo was transhipped at Yokohama to the "WEST HIMROD."

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 11 a.m. on 31st May 1920, by the Company's surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 31st May, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.
Agents.
1st floor, Powell's Building,
12, Des Voeux Road, Ck.
Hongkong, 24th May, 1920.

PHOTOGRAPHIC SUPPLIES

Films and Plates

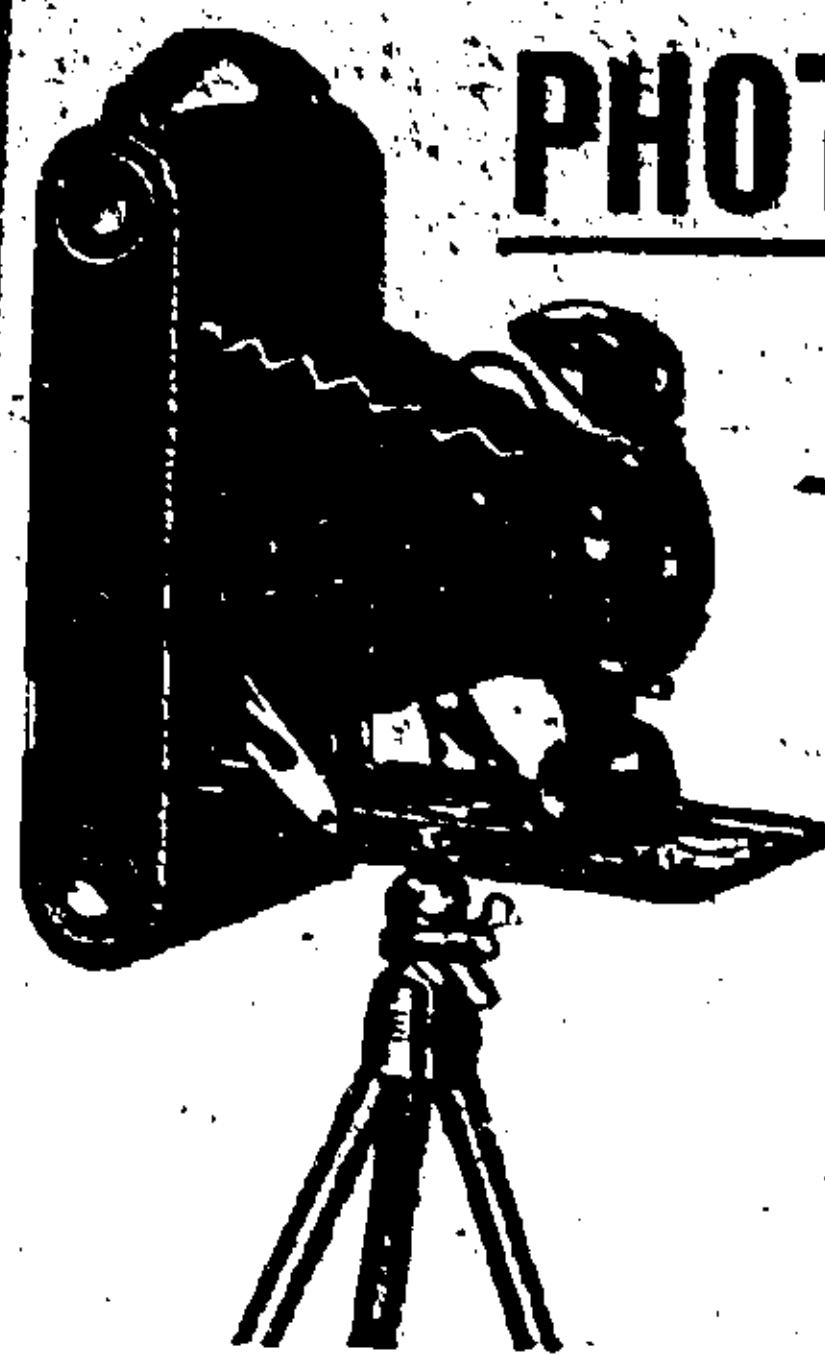
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EXPERTS

PROMPTNESS & SATISFACTION

THE SINGERE CO., LTD.

"HONGKONG EMPORIUM"



CONSIGNEES.

OSAKA SHOSEN KAISHA.

From TACOMA via
YOKOHAMA, & SHANGHAI.
The Company's Steamship
"AFRICA MARU"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf & Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 25th May, 1920 will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All claims must be presented within Thirty days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSEN KAISHA.
Y. YASUDA.
Manager.
Hongkong, 24th May, 1920.

NIPPON YUSEN KAISHA.

From EUROPE AND STRAITS.

THE Company's Steamship

"TSUSHIMA MARU"

having arrived from the above ports, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hongkong, and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, Today.

Goods not cleared by the 1st June, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Agents.
Hongkong, 25th May, 1920.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD., AND THE CHINA NAVIGATION CO. LTD.

HONGKONG-CANTON LINE.

Sailing:—To Canton daily at 4 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. and 5 p.m. Sundays 5 p.m. only.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD. HONGKONG-MACAO LINE.

To Macao—Daily at 8 A.M. and 5 P.M. (Sundays at 9 A.M.)
From Macao—Daily at 8.30 A.M. & 2 P.M. (Sundays at 5 P.M.)

Police Permits to leave the Colony are not required.
Further information may be obtained at the Coy's Office, Hotel Mandarins, or from Messrs. Tins, Cook & Son, Booking Agents, Hongkong.

CONSIGNEES.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO. LTD.

S.S. "LAKE FAULK"

From CALCUTTA via
RANGOON, PENANG, and
SINGAPORE.

The above mentioned vessel having arrived from the above mentioned Ports, consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on May 23rd at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the Godowns and all goods remaining undelivered after May 29th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

PACIFIC MAIL S.S. CO.
As Operators,
U. S. Shipping Board.
Hongkong, 22nd May, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO. LTD.

The Steamship

"JACOX"

From CALCUTTA via
RANGOON, PENANG &
SINGAPORE.

The above mentioned vessel having arrived from the above mentioned Ports, consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns where they will be examined on May 23rd at 10 a.m.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized.

No claim will be admitted after the goods have left the godowns, and all goods remaining undelivered after May 29th will be subject to rent.

No Fire Insurance whatever will be effected.

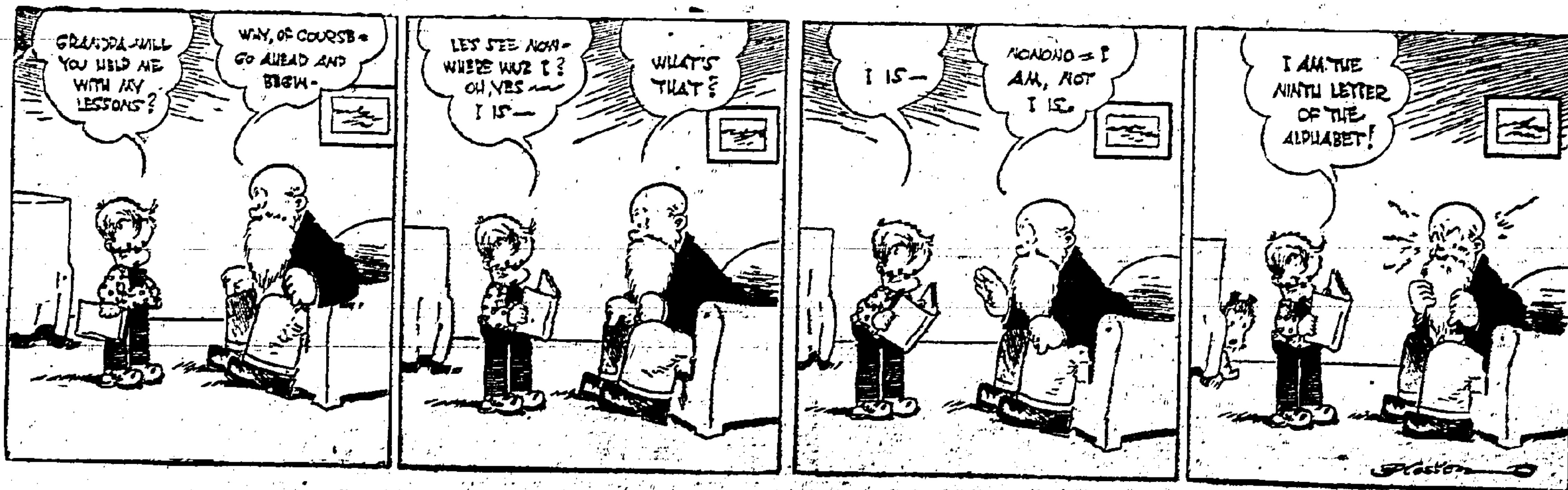
Consignees are requested to send in their Bills of Lading for countersignatures immediately.

PACIFIC MAIL S.S. CO.
As Operators, U.S. Shipping Board.
Hongkong, 25th May, 1920.

FRECKLES AND HIS FRIENDS

It Is Correct, Freckles.

BY BLOSSER



THORNE'S OLD VAT

"No. 4"

SCOTCH WHISKY

We strongly recommend this Whisky. The Vat was started in 1831 by the late Robert Thorne of Greenock and the Whisky has been known as No. 4 ever since.

A.S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.
TELEPHONE 618.

BIRTH.

GARCIA.—At 3B, Jordan Road, Kowloon, on 24th inst. to Mr. and Mrs. R. F. Garcia, a daughter.
Shanghai and Manila papers please copy.

ACKNOWLEDGMENT.

Mrs. Robert A. de Carvalho, Mr. and Mrs. E. A. de Carvalho and Dr. and Mrs. Arthur de Carvalho beg to tender their heartfelt thanks to those who so kindly sent wreaths and condolences in their recent sad bereavement, also to those who attended the funeral.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 26, 1920.

ENGLAND'S RECONSTRUCTION.

Not infrequently do we hear people who have just returned to the Colony from Home declaring that there is not a great deal of pleasure to be derived from a holiday visit to the old country just now. They refer to the very high cost of living, to the dearth of housing accommodation, to labour disputes and to other conditions to show that our land of Home and Beauty is not the haven of comfort it used to be. But there is no cause for pessimism, and the complaints of these people are apt to be a little monotonous. They are inclined to overlook the contributory causes, to take no account of all that has transpired within the last few years and to assume that England will never be the same dear old place again. A study of facts would soon put them right. "Empire Day" has just come and gone and whilst our thoughts are turned towards the Empire in its larger sense, it is a little appropriate to think also of the centre of the Empire, the little country in northern Europe which is the pivot around which all the remainder of the Empire moves. What efforts are the statesmen of England taking to put their country back into a condition of prosperity and happiness? It is worth while studying.

One has to offset a good deal of what Englishmen say about their own land, because they are of all people the most notorious of grumblers. It has become a by-word that an Englishman's privilege is to grumble, and he can do that in real earnest. He is something like an enraged wife; he may "go for" what is his own with heart and soul, but no-one else dare mutt. Of the countries engaged in the late war England was left with a complex a stock of post-war problems as any. There were questions innumerable that had to be settled. Privileges of personal freedom which had been sacrificed to the stern necessities of the war were demanded back on all sides, and there was a good deal of resultant confusion. Labour had not forgiven capital for the way it had made money out of the nation's necessity and it retaliated by making big demands for wages and, where these were granted, prices naturally rose in accordance with the old order that it is the consumer who really pays. We have all been rather inclined to overlook the marvellous manner in which the ex-soldiers have been re-absorbed back into industry, how unemployment is as low at Home to-day as at many a prosperous period. The Government had huge stocks of war material on hand and the disposal of these has caused a great deal of heartburning and criticism. The thing to remember in connection with that is that the Government has got rid of them and in every case the general community has benefited. Look where one will, one finds that there has been a very great and beneficial revision in all internal administration. True it is that new Departments have been added to the national bill, but the eventual benefits are undoubted. Wherever it has been possible government action has been taken with the idea of remedying social distresses. The housing problem was greatly reduced because of legal protection given to householders. Only yesterday we had cable news of a new Rents Restriction Bill, and it is stale news that the Government is making big provision for new housing when material becomes available. On the question of food prices more has been done than has ever been acknowledged; the grumblers have swamped everybody else. The record of legislative enactments since the Armistice was signed is something of which England can justly be proud. Every sphere of social life, questions affecting commerce, shipping, education, health, etc., have been touched upon in Parliament and largely legislated for. In short, there is at work a very fine spirit of reconstruction, a spirit that is essentially British. With the freedom and liberty that we give to speech and thought it is but natural that the dissentient voices should be heard. A look at facts often corrects an impression and in the case of England's condition to-day it will assuredly do that. In a prominent American newspaper a little while ago there was given a list of the measures that had been put through the House of Commons since the Armistice and the imposing array was headed "England Legislates: America Talks." We only give that to show that in some observant quarters there is an appreciation of what the leading men at Home are doing to bring things back to the happy normal.

In the history of the world there never was a time when there was so much to do in the matter of legislation. The Great War upset practically the whole existing order of things. There were new values established; a great deal of what existed was found to be obsolete; new and urgent needs arose that pushed into the background many normally important things; and the only result could be an aftermath of disorganisation that would take time to rectify. England is trying to rectify hers and, in spite of all that we hear, she is doing it with a remarkable degree of success. Given a little more time, a little helpful co-operation, and a reasonable measure of thankful credit, English statesmen will soon have their country worthy of the highest praises ever sung of it.

NOTES & COMMENTS.

COMMUNISM IN CHINA.

It is interesting at the present moment to note that although the Chinese Government does not appear to have taken any official notice of the offer of a Treaty by the Soviet Government in Siberia, providing for the restoration to China of all concessions, rights and privileges to which past Treaties entitled Russia, a considerable number of Chinese societies have replied thereto in favourable strain. We in Hongkong have not heard much of such a development, but up in Shanghai, according to the Police Commissioner, quite a number of organisations have answered the Soviet overtures, these including the Amalgamated Association of Street Vendors, the Shanghai Students' Union, the National Organisations Union of China and several of the oldest established guilds in Shanghai. Their replies, we are told, have contained denunciations of militarism and capitalism, and they "confirm previous reports as to the existence of communist sentiments among societies of recent growth." That is interesting news, whilst at the same time it conveys indications of possibly dangerous tendencies amongst the Chinese masses.

THE DANGER.

Those who have been given to scoffing at the idea of the spread of Bolshevik principles amongst the Chinese will now perhaps revise their views, for with guilds and other organisations working hand in hand to further such ideas, and even getting into communication with the Soviet Government, it is clear that the movement has to some extent taken root amongst a section of the Chinese people. Such bodies, of course, are unable of themselves to come to any arrangements with any foreign Government, but in these days of co-operative effort by the Socialists and other extremists scattered throughout the world, we cannot be blind to the significance of reports like that mentioned above. We can put the political aspect of the matter quite on one side, and think merely of the dangers of the spread of loose ideas in the industrial world. There are Chinese workers, just as there are men of a like type in all other countries, to whom the doctrine that capital has no rights will appear alluringly attractive and who, if led by reckless agitators, would stop at nothing in their desire to "possess the earth and all that therein is." And when organised bodies take to the preaching of communist ideals to ignorant people, the danger is intensified. Happily, in Hongkong we have been spared the political and other upheavals which have been so frequent an occurrence in other Far Eastern centres, but the authorities will be well advised to keep a close watch on any labour developments in which the workers here are joining hands with organisations in other parts.

VALUE OF AN EYE.

If the newspaper account of the case in which Mr. Hutchison yesterday ordered a Chinese workman to pay one dollar compensation for causing a fellow worker the loss of an eye contains all the essential facts, then we must express ourselves as being astounded at the decision. According to the story supplied us, the two men concerned, who were working on a ship, had some words because one of them dropped a rivet, from some height above, which nearly hit the other worker. As the squabble developed, the former, in a fit of anger, deliberately dropped another rivet which caught the aggrieved person full in the eye, with the result that his sight is likely to be permanently lost. Mr. Hutchison did not regard the affair as accidental; had he done so, we could understand the smallness of the compensation award. No; he considered the act as being wilfully committed, and assessed the damage for a lost eye at one dollar! We are wondering what valuation this Magistrate would place on his own sight. Our only hope is that the facts have not been fully stated. If they have, then Mr. Hutchison needs a few elementary lessons in appropriate values.

APRIL RAIN RECORD.

On the lower peaks of Derbyshire there was a rainfall of five inches during April, the heaviest for 20 years. Last year rain fell in England on 14 days in April, the total fall being 2.51 inches, which is 0.85 inch above the average.

DAY BY DAY.

PARTY IS THE MADNESS OF MANY FOR THE GAIN OF A FEW.

Capt. T. P. Hall left on leave by the Aki Maru.

A Chinese who was arrested on the Yuen On Wharf yesterday in possession of 21 tials of prepared opium was to-day fined \$1,000 or six weeks.

To-day is the 33rd birthday of Her Majesty Queen Mary. War ships in port dressed ship in honour of the occasion, and a Royal Salute was fired.

Mr. Grawdon, warrant ward master of the Royal Naval Hospital, has been appointed to the Royal Naval Hospital at Haulbowline in Ireland. He is being relieved by Mr. Bale, of the Haulbowline Hospital.

In the inter-varsity billiard match between Oxford and Cambridge, the team which represented the latter included two Chinese players, S. C. Wu and W. L. Wei. Both have recently been awarded the billiard "Half Blue."

Last week's health return shows nine cases of plague (eight fatal), four of enteric (none fatal), two of small-pox (both fatal), two of cerebro-spinal fever (none fatal), and one non-fatal case each of diphtheria and puerperal fever. All were Chinese excepting one Eurasian sufferer from enteric.

Amongst those leaving by the Empress of Asia on the 3rd proximo are Mr. R. A. Gubbay, the doyen of the exchange brokers of the Colony, who will be away from Hongkong for nine months, on a pleasure trip to Canada, the States, England and the Continent. Mr. and Mrs. S. Michael leave by the same boat.

The Captain of the s.s. Professor has sent a wireless telegram to the Harbour Master saying that off Amoy he passed some wreckage. The position of the wreckage has been given. The Professor is on the way from Shanghai and is expected this evening or to-morrow at daylight.

George Pederson and Kori Segorstedt yesterday joined the "drunk and incapable" brigade passing in review before the Magistrate. However as a return to consciousness had brought with it wisdom, they had no heart to appear before Mr. R. O. Hutchison this morning, and the \$500 on which each stood was confiscated by order of His Worship.

It is now certain that Commander Beckwith will take the place of Captain Basil Taylor, R.N., the Harbour Master, who is retiring on pension at the end of this month. Captain Taylor leaves for Home with Mrs. Taylor on the 3th proximo. Mr. N. L. Smith, it is stated, will be transferred from the Magistrate's Office, in place of Commander Beckwith.

Among the passengers arriving in this Colony by the China Mail S.S. Co's s.s. "China" last week, was Mr. C. T. Surridge, who is joining the Hongkong office of the China Mail Steamship Co., Ltd. in the capacity of Chief Clerk. Mr. Surridge has had a unique experience in shipping circles, and for the past fourteen years has been stationed in Alaska as a representative of the American Yukon Navigation Co., in which capacity he was also agent for the Alaska Steamship Co. Mr. Surridge was connected with the Alaska shipping up to the time that he joined the service of the China Mail Steamship Co., Ltd.

An Indian watchman was fined \$50, or six weeks, by Mr. N. L. Smith at the Police Court to-day, on evidence which showed that yesterday he paid a visit to a cold-drinks shop and truculently struck a customer with his cane as an intimation to the latter to clear out and give his seat to him. Such conduct as this merited the assault he met with at the hands of the outraged customer. The intervention of the Police, had him arrested and gave evidence of his misconduct at the Police Court to-day, stating that he knocked over a bottle of lemonade out of sheer cussedness. Inspector Moore was in charge of the case.

ANGLO-JAPANESE ALLIANCE.

ITS INFLUENCE IN THE FAR EAST.

[A CHINESE POINT OF VIEW.]

We publish the following contribution from a Chinese correspondent not because we agree with the views expressed therein but because it is interesting as showing how certain Chinese view the question of the renewal of the Anglo-Japanese Alliance.

The Anglo-Japanese Alliance, first concluded in January, 1902, and successively renewed for five and ten years, has been, from the day of its existence, one of the vital factors in maintaining peace in Far Eastern countries, and one must add, one of the principal causes of Japan's surprising development as well as the means of her rising to the rank of a World Power. It is now generally known how Japanese diplomats hawked the offer of an alliance round Europe and secured England's consent through her anxiety regarding the future of China, as expressed by Lord Lansdowne, Secretary for Foreign Affairs, conversing with Count Hayashi, at that time Japanese Ambassador in London. (April 17th, 1901). The expressed desire for the maintenance of peace in the Orient served likewise as a fundamental basis which led to the conclusion of the Alliance between England and Japan. Both countries have received unusual benefit from this Alliance. England secured the consolidation of her position in India, Russian activities being definitely checked by the Japanese, who occupied Korea and extended their influence into Manchuria and Mongolia. This occupation later became annexation and the influence, special rights or paramount interests, rendered Japan's position as strong as could be hoped for by the Japanese expansionists.

This Alliance secured to Japan her participation in the "Concert of Nations" in China. All opportunities favourable to Japan's economic position through the Chinese provinces and the strengthening her international position at Peking were seized on and worked out with the obstinacy peculiar to the race. As the Japanese statesmen were sometimes unable to square their expansionist policy with the diplomatic proceedings, they found themselves often at a loss how to handle matters and the results obtained were not always favourable.

That policy overreached its mark in spite of the efforts of foreign advisers employed by the Japanese Government to Europeanise their Japanese proceedings. The rigidity of Japanese diplomacy in dealing with European events prevented a complete success, witness the negotiations for the Portsmouth Treaty.

Dealing with China, the Japanese diplomats showed notorious incapacity. Instead of obtaining supremacy in the Far East and domination in China, their interference in Chinese affairs gave birth to a deep-rooted anti-Japanese sentiment and, at the same time, provoked anxiety among the foreign Powers regarding the future of China, subsequently compromising the peace of the Far East.

Japan fears China's awakening and we ought to remember that her opposition to China's participation in the European War was caused by her fear of what would become of Japan's position if the Chinese people energetically undertook reform and reconstruction.

Thanks to the Anglo-Japanese Treaty of Alliance, Japan, in spite of her relatively small contribution to the European War, was seated as one of the "Big Five" at the Versailles Peace Conference and was permitted to retain Shantung. But her rigid diplomacy prevented her from definitely consecrating the advantage secured at Versailles. Japan's attitude, and her expansionist theories, going the length of the adoption of a Japanese Monroe doctrine, do not reassure the world concerning a permanent peace. The sentiments expressed on this occasion by both the Japanese people and the Government provide one of the most disquieting questions of the day.

There was a time when the Anglo-Japanese Alliance was denounced by the Japanese as degrading, making Japan a sort of "watch dog" for Britons in the Far East. The European war modified Japan's opinion toward the Alliance and the Government was requested to ascertain the

intention of the British Government as to the continuance of the Alliance and what revision it desired to make in the compact. At the same time it was reported that Marquis Saionji, a delegate to the Versailles Conference, was to visit London on his way to Versailles expressly to discuss the matter with the Government there. In the meantime Japanese statesmen declared the Alliance to be the pivot of Japanese international policy. As will be noted, Japanese opinion regarding the Alliance thus moved from one extreme point to another.

The Anglo-Japanese Alliance has already paid Japan splendidly. Count Hayashi's Memories reveal the fact that one of the principal reasons for Japan seeking the alliance with England was to get a free hand in Korea. Japan has annexed Korea, she has practically come into possession of Manchuria, while her present position in Shantung was acquired with the Alliance as a pretext.

Regarding this Alliance, the *Peking Leader*, a Chinese-owned paper published in English, says that "Japan was not asked to assist in the attack on Kiauchow, but thrust herself forward and insisted on taking a hand. Eventually she did most of the work, urging the Alliance as the ground on which she felt called upon to act. When it became necessary during the war for Great Britain to place embargoes on various classes of commodities, Japan used the Alliance to obtain exceptions in her favour, and after China declared war against Germany, Japan again used the Alliance to get a portion of the German shipping waters transferred to herself. If Japan has any position in world politics to-day she owes it to the Anglo-Japanese Alliance. Nevertheless, the Japanese, with their characteristic ingratitude, were recently very anxious to get rid of the Alliance. Before it was seen that the war was not going to last for ever, before it was realised that the settlement was one in which the whole world would be taking part, when it was still believed that relatively few Powers would have anything to do with the final settlement, and that therefore Japan's position in Shantung was certain, as those Powers directly involved would be too exhausted to oppose the wishes of Japan, an obviously inspired campaign was started in the Japanese press. Later came a change in the tone. It began to be seen that the United States could not much longer keep out of the conflict, and if they came in many other Powers might come in too. American idealism might not be so easy to deal with at the settlement as European exhaustion. Beyond any question—the Anglo-Japanese Alliance has paid Japan in the past."

Those who are acquainted with Far Eastern events will have no hesitation in admitting the accuracy of the comment of the *Peking Leader*. The question is "Will the Alliance, standing as it is, or revised, serve Japanese policy in the future?" Above all there is the actual Japanese desire to get the Alliance renewed at any cost. The Japanese statesmen and diplomats are devoting all their science and energy to reconciling the Alliance with the League of Nations Covenant. The Alliance (Art. 4) provides that should either of the High Contracting Parties conclude a Treaty of general arbitration with a third Power, it is agreed that nothing in the Agreement shall impose on such Contracting Power an obligation to go to war with the Power with whom such Arbitration Treaty is in force, a provision which is incompatible with the League of Nations Covenant (Art. 13) which runs to the effect that the High Contracting Powers agree that whenever any dispute or difference arises between them which they recognise to be suitable for submission to arbitration and which cannot be satisfactorily settled by diplomacy, they will submit the whole matter to arbitration.

The Japanese paper *Jiji*, which published the Memories of Count Hayashi, who acted on behalf of Japan when concluding the first and second Treaty of Alliance, remarks that the first Alliance (for five years) was renewed two years prior to its expiration, while the second Alliance was revised and renewed four years prior to its expiration. "Old Russia was the principal object of the Alliance," says the *Jiji*, "but as she has collapsed, there is no need to provide against her aggressive designs. It may be argued that with the collapse of

Russia, the Anglo-Japanese Alliance should be allowed to expire at the date fixed, it does such a simple change in the situation affect the fundamental principle and spirit of the Anglo-Japanese Alliance? On the contrary, the Alliance has come even more important than before. The chaotic state of affairs in Russia consequent upon the downfall of old Russia is a greater menace than ever before. The peace of the Orient and the new post-bellum situation makes it necessary that Great Britain and Japan should renew their alliance and co-operate in the maintenance of peace in the parts of the world."

The *Jiji*, considering that Germany is bent on taking advantage of the chaotic condition of affairs in Russia, thinks that the only hope for Germany to restore her previous position lies in the way of getting Russia under control. "Danger may be caused to the Far East through Siberia while the Indian frontier may be imperilled by the advance of German influence eastward," explains the Japanese paper. In this way there are possibilities that the Far East, principally Manchuria and Korea, and India, may be exposed to the same danger as when Russia was a mighty Power. The situation remains unchanged and the statesmen of Britain and Japan are facing the same problem as they did before the European war.

"It goes without saying," continues the *Jiji*, "that the League of Nations will not allow any countries to mobilise their troops at their will, and the provisions of an offensive and defensive alliance based on former conditions should be revised. The Anglo-Japanese Alliance is different from ordinary alliances for offensive and defensive purposes in that it is intended as a defensive measure against outside aggression. If the provisions of the treaty conflict with the League of Nations Covenant in any way, however, we may make the necessary amendments in renewing it. When such a situation has arisen as to threaten the peace of the Orient and India or to jeopardise the sovereignty of either country, the first step to be taken should be an appeal to the League of Nations for pacific settlement, but in all matters like this, Great Britain and Japan should co-operate and for this co-operation they should perpetuate their alliance as a means of safeguarding the peace of the world. This is entirely in keeping with the purpose and spirit of the League of Nations. We earnestly hope that British and Japanese statesmen will now carefully consider the revision and renewal of the Anglo-Japanese Alliance in the light of the new situation of the world."

The following are some of the views of prominent Japanese statesmen, diplomats and business men on the same subject:—

Viscount Kato, leader of the Kenseikai Party, ex-Minister for Foreign Affairs, who signed the Treaty of Alliance, renewed in 1911 (for ten years), declared that no conflict exists between the League of Nations and the Anglo-Japanese Alliance, as both aim at the same object, i.e., the maintenance of peace in the Far East. In his opinion, however, the Alliance cannot continue as it stands. On the part of England, Viscount Kato believes the Alliance may be found not inconvenient for her permanent interests of her foreign relations. He had no difficulty in saying that the Alliance had played so important a part in the past that it was bound to continue its existence in some form or other.

Baron Shibusawa, President of the First Bank and of the Tokyo Savings Bank, a high official in the Japanese Imperial Treasury, specially appointed by the Mikado to this important charge and regarded likewise as a Nestor of Japanese business by his compatriots, gives what may be described as the Japanese financial point of view on the Alliance. Both nations, says this Japanese financial magnate, are generally and inseparably connected with each other in the Far East financially, commercially and otherwise. Big British firms are established in Japan, while numerous Japanese firms are represented in Britain and her Colonies. "As the Alliance is of so long standing and has done so much in promoting the friendship of the two nations and ensuring the peace of the world, Great Britain should desire to continue it. Baron Shibusawa is most anxious that the Alliance should be renewed in a form compatible with the League of Nations Covenant." (Continued on Page 7.)

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ANGLO-JAPANESE ALLIANCE.

(Continued from Page 1.)

The opinion of Marquis Okuma, a Genro without the title, does not perceptibly differ from that of Viscount Kato. Marquis Okuma has no confidence in the League of Nations, which is described by him as an unknown quantity, and he is doubtful as to its stability. He declares that the European peace has made no change in the situation in the Far East; and that consequently there is no need for discussion as to the desirability of prolonging the Alliance. The League of Nations having failed to secure an absolute abolition of armaments, it would be dangerous for Japan, affirms Marquis Okuma, to place implicit reliance in the League of Nations and run the risk of having to face single-handed an unknown international event which may happen at any moment. For this reason Marquis Okuma says that he cannot but support a continuation of the Alliance.

The opinion expressed by the Japanese press in discussing the opportunity of renewing the Alliance is, on its principal lines, similar to the views of Viscount Kato, Baron Shibusawa, Marquis Okuma and the political and diplomatic circles. The Japanese nation remains entirely convinced at the present time that the continuation of the Alliance would be, as in the past, greatly profitable to Japan's position in the Far East as well as to her external expansion. Any modification would be accepted by Japan if England should desire to renew the Alliance for another period of ten years.

The attitude recently adopted by Japan toward China, her international policy of menace and her inability to conciliate her situation, internally and externally, with the exigencies of the present day, the position of the Far Eastern countries in the concert of

Nations, the probabilities of the existence of the League of Nations and its efficiency—these are the most important problems which Japan has to face. Her peculiar methods in diplomacy have provoked among foreign Powers certain justified apprehensions. Japanese statesmen cannot ignore these and being also aware of what would be Japan's position if abandoned to her own moral and material forces, they are desperately clinging to the Anglo-Japanese Alliance and are willing to make any concession possible to have it renewed. To a certain extent, the Japanese are considering the Alliance as a condition and guarantee of security for their country.

If the Anglo-Japanese Alliance is renewed it will mean a free hand for Japan in her dealings with China, the possibility of a great expansionist policy in Siberia, and the fulfilment of the Japanese dream of "carrying our Empire to the Urals and watering our horses in the Olga," the development of a Japanese Asiatic Monroe doctrine, and, finally, Japan's supremacy in the Far East.

From the international legal point of view, the renewal of the Alliance on the same basis as it still exists seems impossible, as Article IV of the Treaty of Alliance is incompatible with the League of Nations Covenant, Art. 13. This point of view is admitted by Japanese jurists, who suggest the adoption of such a form as would evade conflict with the League of Nations Covenant. As the League (Art. 13) provides for an arbitration Court for any dispute or difference arising between two or more Powers which they recognise to be suitable for submission to arbitration, one cannot see clearly wherein resides the utility of an Alliance which would chiefly serve, as in the past, Japanese interests. The peace of the Far East and its maintenance depend upon general and loyal understanding between the Powers interested in China's evolution, and such important understanding can only be realised if a settlement be obtained from all the parties concerned.

COXSWAIN HEAVILY FINED.

A HOT CHASE.

Pang Kam Tai, coxswain of the launch Fat Hing, was prosecuted this morning in the Marine Court, before Captain Basil Taylour, Marine Magistrate, at the instance of Chief Revenue Officer Wildin, for failing to stop his launch and show his licence when required on the 24th instant, for failing to exhibit the regulation lights as prescribed by the International Collision Regulations, whilst under way at 10 p.m. on the 24th instant and for placing undue pressure on the safety valve of his launch.

Mr. Blake, of Messrs. Wilkinson and Grist, appeared for the defendant, who pleaded guilty. Revenue Inspector Wildin said that at 9.20 p.m. on the 24th he saw defendant's launch stopped off Nine Pins. He went close alongside and told him to stop, this being repeated in Chinese. His only answer was to go full speed ahead. Witness repeatedly blew blasts on his whistle, and fired six shots at defendant's funnel. Defendant headed for Cape Collision and on arrival there, he took down all lights. Witness was close behind, and blowing all the time. He then headed for Lyemum. Witness could only then see him by the flames from his funnel. On getting through Lyemum he turned into Shauiwan. When witness overhauled him he had stopped and there was nobody on board. He looked at the steam gauges, which registered 145 lbs. There was no water in the gauge glass. He searched the launch and sent for the Shauiwan police. Shortly after the arrival of the police, defendant and his accountant returned on board. Witness asked the coxswain what he was doing off Nine Pins. He said he was waiting for a fishing junk. Witness asked him why he did not stop when told. He did not reply. Nothing was found on board. The licence allowed 125 lbs. pressure.

In reply to the Court, Inspector Wildin said when he went on board and read the steam gauge, the steam was not blowing off. In reply to Mr. Blake, he said that he was in a hired launch. He was showing lights, and was alongside defendant when he first challenged him. After Mr. Blake had addressed the Court, Captain Taylour fined the defendant \$150.

COMPANY REPORT.

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The report of the above Company for the year ended 31st April, 1920, states:—

The net earnings of the boats, after paying all working expenses, amounted to \$122,977.13, as against \$103,907.12 the previous year.

The amount at credit of Profit and Loss account (after paying for repairs, allowing for Directors' and Auditors' fees and placing \$10,000 to credit of Accident Fund) including \$3,241.35 brought forward, is \$115,105.99, which with the approval of Shareholders, it is proposed to appropriate as follows:—

To pay a Dividend of \$1.40 per share ... \$ 56,000.00
To pay a Bonus of 10 cents per share Interest account ... 4,000.00
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To write off Boats ... 20,000.00
To carry forward ... 10,105.99
\$115,105.99

Directors.—Mr. A. O. Lang joined the Board in place of Mr. C. S. Gubbay resigned. In accordance with the Articles of Association Hon. Mr. John Johnston retired but being eligible offers himself for re-election.

Auditor.—The accounts have been audited by Mr. F. Matland who offers himself for re-election.

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Yours faithfully,

(Signed) JONES and KELLEY,

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NOTICES.

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Empress of Asia	Sept. 23	Oct. 11
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Harold D.	R. D. Co.	Oct. 9
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JAPAN, COAST PORTS, ETC.

Madras	P. & O.	May 26
Kanagawa M.	B. & S.	May 26
Kueichow	B. & S.	May 26
Sinkiang	B. & S.	May 27
Lake Onawa	P. M. Co.	May 27
Kumang	J. M. Co.	May 27
Cheongshing	J. M. Co.	May 28
Haibong	D. L. Co.	May 28
Loongsang	J. M. Co.	May 28
Liangsang	B. & S.	May 28
Chenan	B. & S.	May 29
Namsang	J. M. Co.	May 30
Tikini	J. C. J. L.	May 31
Haitching	D. L. Co.	June 1
Suiyang	B. & S.	June 1
Bombay M.	N. Y. K.	June 2
Indus M.	O. S. K.	June 2
Hinsang	J. M. Co.	June 3
Awa M.	N. Y. K.	June 3
Laisang	J. M. Co.	June 3
Sosho M.	O. S. K.	June 3
Sunning	B. & S.	June 3
Hailong	D. L. Co.	June 4
Tjileboet	J. C. J. L.	June 6
Tjibodas	J. C. J. L.	June 13
Shisen M.	O. S. K.	June 14
Ganges M.	O. S. K.	June 15

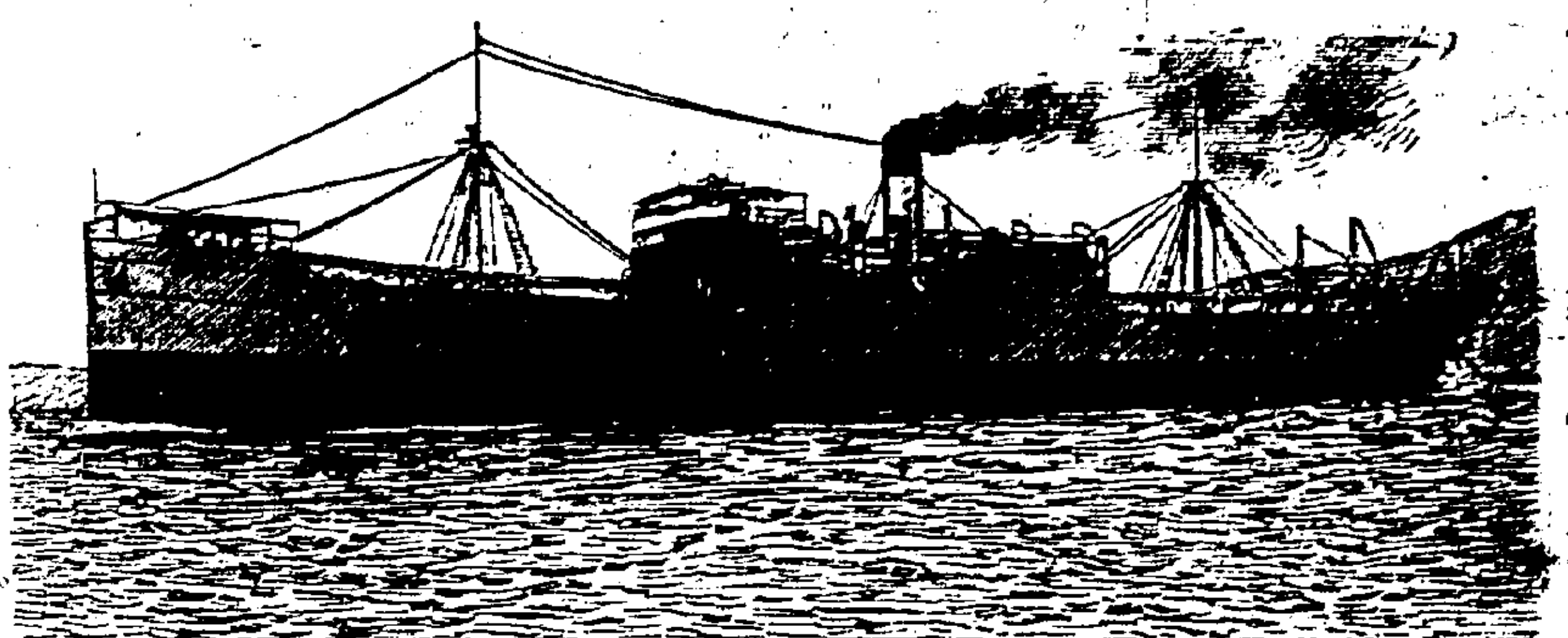
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Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
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R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

SERVICE TO UNITED STATES.

NEW YORK and or BOSTON
 Via PANAMA.

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SAILS ABOUT MAY 20TH.

S.S. "WYTHEVILLE"

SAILS ABOUT JUNE 20TH.

For freight space and particulars apply to:-

BARBER STEAMSHIP LINES INC.,

THE ADMIRAL LINE

Telephones AGENTS. 5th floor:
 2477 & 2478 Hotel Mansions.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.
 HONGKONG

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. WEST HIXTON	June 15	S.S. WEST HIXTON	June 17
S.S. WEST MONTON	July 10	S.S. WEST MONTON	July 12
S.S. WEST HIRA	Aug. 10	S.S. WEST HIRA	Aug. 12

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LAND PORTS. No transshipment en route.

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Sailings PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
NOVARA	7,000	27 May, noon	Miles, L'lon & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

TAKADA	7,000	29 May, 1 p.m.	Calcutta via Singapore Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

KIDDERPORE	5,200	31st May	Sydney via Sandakan, Thursday Island and Brisbane.
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SAILINGS TO SHANGHAI & JAPAN.

KARMALA	9,000	2nd June	Shanghai & Japan.
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WIRELESS ON ALL STEAMERS.

Passenger Messing not more than 10 p.m. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

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Agents.

N. Y. K.

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

SEATTLE & VICTORIA via Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU Tuesday, 15th June, at 11 a.m.

TAMIMA MARU (Call Manila) Wed., 30th May, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

SADO MARU Friday, 28th May, at noon.

KITANO MARU Friday, 11th June, at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TOYOKA MARU Friday, 11th June.

LIVERPOOL & MARSEILLES via S. pore, Cho. Suez & Port Said.

KANAKURA MARU Friday, 28th May.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU Wednesday, 26th May, at 11 a.m.

TANGO MARU Wednesday, 26th June, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

LIMA MARU Monday, 24th May.

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU Beginning of July.

BOMBAY & COLOMBO via Singapore.

KANAGAWA MARU Wednesday, 26th May.

BOMBAY MARU Wednesday, 2nd June.

CALCUTTA & RANGOON via Singapore & Penang.

SASUKI MARU Tuesday, 26th May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

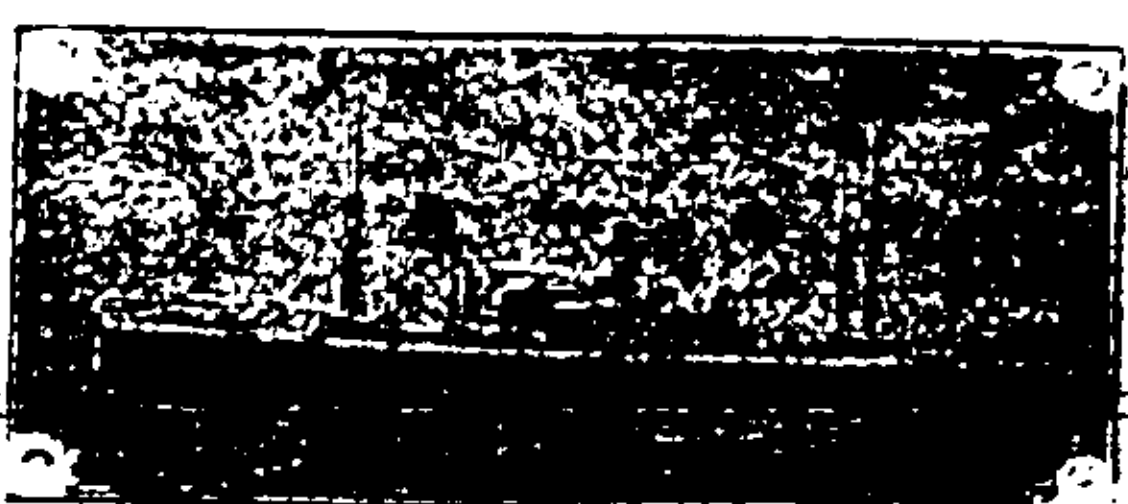
SHANGHAI, KOBE & YOKOHAMA.

KAMU MARU Thursday, 3rd June, at 11 a.m.

AWA MARU Thursday, 3rd June.

For further information apply to—NIPPON YUSEN KAISHA, Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between JAVA, CHINA and JAPAN.

Steamer	From	Expected on	Will start on	To
Tjikini	Moji	28th May	31st May	Java.
Tjibeboel	Milke	30th May	3rd June	Java.
Tjiboda	Java	8th June	13th June	Shanghai.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

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O. S. K.

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"HAYRE MARU" (Call Marseilles) Wednesday, 16th June.

"HIMALAYA MARU" Middle of July.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"PANAMA MARU" Friday, 28th May.

"SEATTLE MARU" Sunday, 4th July.

BOMBAY & COLOMBO Regular fortnightly service via Singapore

"INDUS MARU" Wednesday, 2nd June.

"GANGES MARU" Middle of June.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service.

"UNAN MARU" Tuesday, 1st June.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"MITSUKI MARU" Friday, 14th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan

and taking cargo to overland points U.S. in connection with Chicago Milwaukee & St. Paul Railway.

"AFRICA MARU" Thursday, 27th May.

"CHICAGO MARU" (Call Manila) Saturday, 5th June.

NEW YORK Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

"ALASKA MARU" Sunday, 30th May.

JAPAN PORTS Moji, Kobe, Yokkaichi & Yokohama.

"MADRAS MARU" (Call Kobe & Yokohama) Sat., 29th May.

KEELING via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"KALU MARU" Sunday, 30th May.

TAKAO via SWATOW & AMOY.

"SOSHI MARU" Thursday, 3rd June.

"SHISEN MARU" (Taku direct) Monday, 14th June.

For sailing dates and further particulars please apply to—

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Tel. No. 744 and 745

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILINGS SUBJECT TO ALTERATION.

Steamer	Arrived Hongkong from Australia	Leaves Hongkong for Australia
TAIYUAN	30th May	26th May
CHANGSHA	17th June	22nd June

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

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Telephone No. 35.

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LLOYD TRIESTINO.

BRINDISI, VENICE & TRIESTE

VIA SINGAPORE, PENANG & COLOMBO.

S.S. "AFRICA"

Sailing on or about 2nd June

FOR SHANGHAI & YOKOHAMA.

"PERSIA"

Sailing on or about 20th June.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

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FOR JAPAN.

S.S. "SAMARANG MARU"

Sailing on or about 9th June.

FOR JAVA.

S.S. "BORNEO MARU"

Sailing on 11th June.

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(TAIYO KAISEI KAISHA)

Steamship services Trans-Pacific, also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transhipment at Calcutta, in conjunction with the Indo-China S.N. Co. Ltd., and Apar Lines.

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COASTAL SHIPPING

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
KOBE	Kumsang	Thur., 27th May at 3 p.m.
TIENTSIN via Wei & C. Ho	Cheongshing Eri.	28th May at d'light.
MANILA	Loongsang	Fri., 28th May at 3 p.m.
KOBE	Namsang	Sun., 30th May at d'light.
SANDAKAN	Hinsang	Thur., 3rd June at noon.
STRAITS & Calcutta	Lalsang	Thur., 3rd June at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passengers accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "LAISANG" will be despatched on or about 3rd June, for SINGAPORE, PENANG via AMOY.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS & CALCUTTA.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	Hanchow	25th May at noon.
SHANGHAI	Sinkang	27th May at noon.
PAKHOL & HAIPHONG	Kailong	29th May at 10 a.m.
SHANGHAI & TSINGTAO	Chenau	29th May at 4 p.m.
SWATOW & SINGAPORE	Lianchow	30th May at 11 a.m.
AMOY, SHAI & PUKOW	Suiyang	1st June at 3 p.m.
SHANGHAI	Sunning	3rd June at noon.
SHANGHAI & TSINGTAO	Tean	5th June at 4 p.m.

SHANGHAI LINE. PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Loaded in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE. Weekly service to and from B'kok via S'ow. For Freight or Passage apply to

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Hongkong May, 26, 1920.

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Steamships	Captain	Leaving
Haibong	W. C. Passmore	FRI., 28th May at 2 p.m.
Haiching	A. H. Stewart	TUES., 1st June at 2 p.m.
Haiboong	J. S. Thomson	FRI., 4th June at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier). For Freight and Passage, apply to

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General Managers.

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NEW YORK DIRECT.

Joint service of the

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AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"EUBYMAHUS" via Panama 26th May.

"DEUCALION" via Buez 5th July.

Steamers proceed via Suez Canal or Panama Canal at shippers' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE OR THE BANK LINE, LD. HONGKONG.

SHIPPING

VESSELS ARRIVED.

From Bangkok the CHUSAN a R. and S. vessel, brought this morning 1,600 tons of general merchandise for Hongkong—Mooring C 39.

From Saigon the PHEUM-PENH, (Captain F. E. Hamilton) brought this morning a full cargo of rice.

From New York the Prince Line's PERSIAN PRINCE arrived this morning with 200 tons of cargo and no mails—Mooring A 23.

The O. S. K's MADRAS M., delivered here to-day from Melbourne 2,200 tons of general merchandise for through ports and 1,800 tons of flour, etc. for Hongkong—Mooring Q 8. A. wharf.

Over two thousand tons of coal was consigned here from Miike by the M.B.K.'s KAMUMARU this morning—Mooring C 33.

The N. Y. K's AKI MARU brought yesterday from Yokohama and Nagasaki 3,350 tons of general cargo for through ports and 1,375 tons for Hongkong—Mooring A 3.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. AWA M. (Liverpool Line) left Glasgow for this port via Suez on the 23rd April, and is expected here on the 4th June.

The N. Y. K. s.s. PENANG M. (Liverpool Line) left Glasgow for this port via Suez on the 28th April, and is expected here on the 9th June.

The N. Y. K. s.s. KAMO M. (European Line) left London for this port via Suez on the 24th April, and is expected here on the 2nd June.

The R. M. S. MONTEAGLE left Vancouver for Hongkong, via Japan ports and Shanghai on the 1st May, and is due here on or about the 26th May.

The N. Y. K. s.s. PORTLAND MARU (Bombay Line) left Bombay for this port direct on the 9th May and is expected here on the 29th May.

The N. Y. K. s.s. IYO MARU (European Line) left London for this port via Suez on the 8th May and is expected here on the 17th June.

The N. Y. K. s.s. DURBAN M. (Hamburg Line) left London for this port via Suez on the 8th May and is expected here on the 19th June.

The N. Y. K. s.s. SHINZUI M. (Bombay Line) left Bombay for this port direct on the

SHIPPING.

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ESTABLISHED—1841.

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S. S. "NILE"

HONGKONG to SINGAPORE.

The S. S. "NILE" will sail from Hongkong for Singapore direct on Tuesday, June 1st, at noon, returning on about June 14th.

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O. H. RITTER, Agent.

Telephone, Passenger Dept. 1934.

Telephone, Freight Dept. & Agent 2161.

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U.S.A. PACIFIC COAST—JAPAN, CHINA & PHILIPPINES.

For Seattle and Vancouver.

U.S.S.B.

S.S. "WEST JENA"

9th June, 1920.

also

Amalgamated with

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12, Des Vaux Rd. Telephone 3004.

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FOR AMSTERDAM AND HAMBURG

S.S. "BAARN"

August

For full particulars please apply to

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General Agents, York Building.

KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

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"VAN WAERWYCK"

will be despatched on the 15th June, 1920, to—

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Operating the following U. S. Shipping Board Steamers

For

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via Kobe and Yokohama.

"DELIGHT" 20th May.

"WEST JAPPA" 1st June.

Further sailings to be announced later.

Thru B/Ls issued to all Overland Common points in U.S. and Canada.

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FRANK WATERHOUSE & CO.

3rd Floor, Hotel Mansions.

Telephone 3507.

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The Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO. AGENTS.

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For Ladies.

PUBLISHED ANNUALLY.

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BUSINESS ESTABLISHED 185 YEARS.

SIR JOHN JORDAN ON CHINA.

BETTER COMMUNICATIONS. London May 25. Sir John Jordan, formerly British Minister to China, in an interview with a representative of the Daily Mail, says that China regards Britain and America as her guides, and these countries also desire, on their part, to act as such towards China. The desire of these countries is to help forward the commercial development of China, and make her a stable and well-organized country. The acquisition of rights and interests by the Powers is likely to lead to a partition of China, and therefore such policy on the part of the Powers must be deprecated. Referring to the discord between North and South, Sir John says that this is largely due to the defective means of communication in China, which stand in the way of the establishment of a full understanding between the two parties. In these circumstances, it is of imperative necessity for China that more railways should be built. The Channel Tunnel would bring London appreciably nearer Canton, and the journey to Peking via Mongolia may be made several days shorter by means of the new Kulon railway. Since the death of President Yuan Shih-kai, there has been no central figure in Chinese political circles to take his place. The most influential figure in China at present is General Tuan Chih-jui, who, while in the background, actually controls the situation. With regard to the position of England in the Chinese market, Sir John proceeds, it is true that England has to compete with Japan, but there is no occasion for being pessimistic about the future. He expressed satisfaction in the fact that some very sound English merchants have been visiting China lately. After denying the allegation that the Chinese people are very likely to imitate Bolshevik ideas, Sir John pays a high tribute to the organizing power of the Chinese. He points out the wonderful efforts made by the students' unions, and attributes to this factor the embarrassments to which Japanese merchants are so frequently subjected in boycott and other movements.

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(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

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Reserve Funds 3,157,400.00

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Manager.

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J. USING LY.

Manager.

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When there are diseases prevalent in the season, it is most dangerous for infants and so great care must be taken in feeding them with proper food; otherwise they will give Mothers a lot of trouble. To avoid that trouble is to feed them with LACTOGEN which resembles human milk; easily digested and the promoter of healthy appetites. It keeps the Infants thriving and free from all Infantile Ailments.



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12.00 a.m. to 9.00 a.m. Every 15 min.

9.00 a.m. to 12.00 p.m. Every 15 min.

12.00 p.m. to 3.00 p.m. Every 15 min.

3.00 p.m. to 5.00 p.m. Every 15 min.

5.00 p.m. to 8.00 p.m. Every 15 min.

8.00 p.m. to 9.00 p.m. Every 15 min.

NIGHT CARS. 12.00 a.m. to 3.00 a.m. Every 15 min.

SATURDAY EXTRA CARS. 12.00 a.m. to 3.00 a.m. Every 15 min.

SUNDAYS. 12.00 a.m. to 9.00 a.m. Every 15 min.

NIGHT CARS. 12.00 a.m. to 3.00 a.m. Every 15 min.

SPECIAL CARS. 12.00 a.m. to 3.00 a.m. Every 15 min.

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BANKS.

ASIA BANKING CORPORATION.

Capital \$4,000,000. Surplus \$4,100,000.

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Through its branches and affiliations THE ASIA BANKING CORPORATION offers commercial banking facilities for the transaction of import and export business with all parts of the world.

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Bankers Trust Co., New York City.

Continental & Commercial National Bank, Chicago, Ill.

First National Bank, Portland, Oregon.

Guaranty Trust Co. of New York, New York City.

Guardian Savings Trust Co., Cleveland, Ohio.

Mercantile Bank of the Americas, New York City.

National Bank of Commerce, Seattle, Wash.

National Shawmut Bank, Boston, Mass.

Manager, Hongkong Branch, D. M. BIGGAR.

THE MERCANTILE BANK OF INDIA, LIMITED.

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Paid up Capital \$1,000,000.00
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